

Tri-Service DoD EMALL Integrated Product Team (IPT) Meeting Minutes

13 October 2004

The Tri-Service DoD Electronic Mall (EMALL) IPT Meeting was held on 15 September 2004 to facilitate DSCA's vision from the 27 August 2003 ILCO Symposium that both SCIP IT and functional cross-service teams would work in tandem to develop SCIP systems and processes. The primary objectives of this meeting were to demo the multiple DoD EMALL capabilities (Hqs DLA and Navy demos), discuss DoD EMALL customer benefits, discuss/develop initial tri-service DoD EMALL requirements and screen changes, determine mainframe changes and discuss DoD EMALL technical questions. Side meetings were also planned to discuss progress on both SDR-Automation (SDR-A) and Enhanced Freight Tracking System (EFTS), and required changes.

The Hqs DLA lead for FMS for DoD EMALL gave a briefing on DoD EMALL Version 5.6. DoD EMALL is a web-based shopping system that will offer potential Foreign Military Sales (FMS) customers a new method to gain increased material availability to the DoD supply system, and the option of using DLA commercial vendors via a single FMS case. This system includes both standard stock material (both DLA and GSA), and numerous catalogs of commercial vendor material. Air Force Foreign Liaison Officers (FLOs) indicated there is a need for DoD EMALL to include catalogs from in-country vendors in the future to increase the usefulness of this tool. To incorporate this change in EMALL would require a DSCA legal and policy review, as FMS shipments cannot currently originate overseas, other than EDA transfers. The change would also entail a DoD EMALL expense to create country specific catalogs that would somehow have to be recouped. The Hqs DLA lead for FMS for DoD EMALL agreed to review the pricing of DLA sourced material shipped via DoD EMALL, after the annual 1 October 2004 price update. He also agreed to review the DoD EMALL packaging requirements to ensure FMS shipments are properly packaged. Potential benefits of DoD EMALL to tri-service FMS customers include:

- Save time and money due to the automated process and negotiated volume discounts.
- Search across multiple sources simultaneously.
- Ability to save and re-use shopping carts.
- Ability to place Government managed and commercial catalog items into the same cart.
- Ability to add FMS customer in-country vendor catalogs in the future.

The Navy representative, NAVICP/INS, briefed the DoD EMALL IPT on the Navy version of DoD EMALL, and completed a demo of the test system. Potential benefits to the tri-service FMS customer include:

- Direct FMS customer access.
- Choice of stock or direct commercial.
- Access to wider range of material.
- Premium transportation option.

- Access to wider range of DLA systems with a single sign-on (BSM).
- Commercial buys remain DLA requisitions.
- Greater country control over source, price, and delivery.
- Ability to develop specialty catalogs.
- DLA or IDIQ contracts.
- Potential PROS II access.
- Interfund billing.

The capabilities available in the Navy version of DoD EMALL upon completion of the project include:

- DLA/GSA stock numbered research/ordering.
- Commercial catalogs – both DLA and service sponsored.
 - Three certification levels.
 - Ability to choose commercial over stock material.
 - IDIQ contracts with pre-negotiated price/delivery – avoids PALT.
 - Requisitions remain FMS for Customs purposes.
 - Interfund billing.
- On-demand manufacturing – OOP/OOI material.
- Army/Air Force/Navy participating and posting catalogs.

DSCA has approved the DoD EMALL Tri-Service CONOPS. The Navy has completed development of requirements and DLA contracted out DoD EMALL coding changes (Manual System) to Parts Net in Salt Lake City, Utah, and Raytheon in Maryland. The coding changes to DoD EMALL (Manual System) are complete. Navy will test the system and concept on NAVICP's E-Business Suite. The Australian Navy FLOs at NAVICP have agreed to participate in the manual testing process. Netherlands FLOs at NAVICP have agreed to participate in the follow-on automated testing process. After successful testing, the module will be moved to SCIP for tri-service implementation. DSCA is currently awaiting funding to contract out SCIP changes, such as SCIP/DoD EMALL single sign-on, required for the Manual System (AFSAC has developed and implemented successfully single sign-on technology with its Program Management Database (PMD) System, and will assist DSCA with SCIP/DoD EMALL single sign-on task, if requested).

The Manual System (short-term) will include:

- SCIP/DoD EMALL single sign-on.
- Research/select items on DoD EMALL.
- Develop shopping cart.
- Pass to SCIP to develop requisition information and pass through Service's legacy system validations.
- Optional – Country approval chain process.
- SCIP pass approval requisitions to DoD EMALL.
- Track requisition through DoD EMALL or SCIP.

The Automated System (long-term) will include:

- Pass all DLA/GSA/part-numbered requisitions to DoD EMALL.
- Country developed logic table.
- Alerts/notifications to country.

The Manual and Automated Systems are not mutually exclusive. FMS customers can elect to participate in the Automated System, where all DLA/GSA/part-numbered requisitions are routed by the applicable legacy system to DoD EMALL for fill rather than to the normal supply source. Using the Manual System allows FMS customers to link into DoD EMALL from SCIP to manually shop for items or conduct research. Both the Manual and Automated Systems will include PROS II/III sourcing for Navy and Air Force sponsored requisitions, whereby part-numbered requisitions, which cannot be cross-referenced to a standard NSN, will be routed to PROS. Army is still researching whether they will participate in PROS for material requirements or whether those requisitions will be routed to the Army Simplified Non-standard Acquisition Program (SNAP).

The Army and Air Force identified one change to the Navy version of the DoD EMALL code or screens. The change is that whenever a country inputs a CAGE/Part Number, the system will cross-reference to a NSN, if available, and display sources for the NSN and all related CAGE/Part Numbers. Navy also agreed to research how DoD EMALL shipments to countries that must use DTS are to be handled, as the system currently assumes shipment to a freight forwarder. Additional requirements from the Army and Air Force could be developed as policy decisions are being made to handle DoD EMALL procedures and processes. As a result of the DoD EMALL IPT on 15 September 2004, the following tri-service DoD EMALL requirements agreements were reached:

1. All SDRs, follow-ups, modifications, cancellations, etc. for DoD EMALL-processed requisitions will be routed to DoD EMALL.
2. A method to systematically differentiate EMALL requisitions from “normal” DLA/GSA requisitions is needed. Potential coding methodology was discussed, but not agreed upon. To limit programming changes to the legacy systems, coding within an already established code, rather than creating a new code, is recommended.
3. Pricing for vendor sourced requisitions would have to be maintained (from the DoD EMALL to legacy system interface), so the requirement could be properly obligated.
4. Where do we go from here?
 - a. The Navy will be the test service for DoD EMALL, and then the Army and Air Force will receive the capability, after Hqs DLA gets the Navy version running properly. The Army and Air Force will be able to take advantage of the Navy’s lessons learned.
 - b. Technical details of the legacy system/SCIP/DoD EMALL interfaces (formats, DNS addresses, etc.) will be worked out with the Navy representative.
 - c. The Hqs DLA lead for FMS for DoD EMALL would like to be kept in the loop from an information standpoint. If there are any technical DLA issues, the Navy technical representative will be the contact.

Attachment A

As a result of the DoD EMALL IPT on 15 September 2004, the following Air Force DoD EMALL internal issues were identified:

FTP new orders to SAMIS. That order file will contain an order in MILSTRIP format, an indicator telling whether the order will be DoD EMALL supplied and narrative text in the #### record format used for narrative in Navy PROS. If the input data is in the same format as the input data for the Navy/PROS interface (probably true), then AFSAC may be able to use the existing SAMIS/Navy input interface program to process non-PROS data with minimal modification.

1. For DoD EMALL supplied items SAMIS will:
 - a. Not send out passing or referral orders.
 - b. Not change the price (SAMIS will commit funds at the order price).
 - c. Not reroute the order.
 - d. The above three steps (i.e., 2.A, 2.B, and 2.C) include orders which might normally go to PROS or WWRS. DoD EMALL orders are first in the pecking order and will override PROS, WWRS and ALC routing. Approval from the PROS and WWRS offices and maybe even from IA will be required. Confirmation of where programmed DLA CLSSA orders fit in will be required. Continue to be the source of information for the country by sending out AE-BU/AE-BW status when the order is accepted.
 - e. Continue to assign fill-or-kill advice codes to non-standard stock numbered orders. The SCIP will make the change to forward the original advice code to the DoD EMALL.
 - f. Record the DoD EMALL indicator in SAMIS history. SAMIS will have to make it obvious to the user that a given order is DoD EMALL supplied. Recording the indicator as special project code is a possible answer to this problem.
5. When the SCIP determines that an order has been validated by SAMIS, it will rebuild the order from the SAMIS open order table. An order may initially reject in SAMIS. As a controlled exception, almost any field in the order can be changed. This capability necessitates that the SCIP reconstruct the order.
6. Orders from the DoD EMALL, which are not going to be supplied by the DoD EMALL (PROS, WWRS, orders from DLA stock, etc.), will be processed as they are today in SAMIS. SAMIS will continue to create DLA passing orders, for instance. This implies that the SCIP will not be suspending these orders from the DoD EMALL, looking for a SAMIS validated order on the SAMIS open order table.
7. A method for maintaining the DoD EMALL WWRS catalog will be determined.
8. At this point in time, carrier and tracking number information will not be maintained in our ORACLE/Web or SAMIS mainframe environment. This data and other relevant shipping information will be maintained in the SCIP as part of the Enhanced Freight Tracking System (EFTS) implementation. Apparently, the Air Force has yet to sign up to this. This decision has a few implications:

- a. Anyone who is interested in tracking information (the SDR office, for instance) will have to log on to the SCIP.
 - b. Those people will have to log on to multiple systems for a time to get the complete picture of an order.
 - c. There are no ORACLE/Web changes as a result of this DoD EMALL change.
 - d. AFSAC has some concern about timing. If the SCIP EFTS implementation is way out in the future, it may be advantageous for AFSAC to go ahead with some interim interface to obtain and report the tracking data.
9. There was some AFSAC concern that an order from the DoD EMALL to be supplied by a contractor would be treated differently than an order for a DLA item sent automatically to DLA from SAMIS. That is true. The automated SAMIS order to DLA will be subject to the normal DLA supply actions, including price changes. There is nothing wrong with this. It is part of the grand plan. Manual orders (contractor supplied) will always be treated differently.
 10. There is an outstanding question involving delivery term codes 4 and 5. The issue has to do with double billing for transportation costs. SAMIS edits may have to change to allow the DoD EMALL DTC.

Attachment B

The following suggestions for SDR-Automation changes were made, during the SDR-A side meeting:

- Pre-fill the fields to the maximum extent possible, to provide as much aid to the user as possible.
- Use a pop-up calendar for date.
- Use DoD EMALL vs EMALL on screens.
- Use “Why select?” vs “Default selection”.
- UID pre-load – Why are most of the fields not filled in from the database, after the primary data field is provided?
- Z1Z Code Warning – Maybe say this is for only certain types of issues.
- DoD EMALL interaction (i.e., SDRs for DoD EMALL requisitions).
- Save as draft mode.
- Some DoD EMALL requisitions not valid to submit a SDR.
- EbA attachments to see contract detail.
- Navy requires kick out non-receipt for manual review, prior to sending to action agency.
- Army, Navy and Air Force review SDRs differently, prior to sending to action agency.

ACTION ITEM: Each Service needs to analyze SDR review procedures and processes, and come to an agreement as to the requirement for SDR-Automation. A tri-service meeting is needed to agree on SDR-Automation requirements. A few of the considerations for each Service to include in analysis are:

- Do I need to manually review every SDR?
- Do I only need to review SDRs for certain countries?

- Do I only need to review SDRs for only certain cases?
- SDR-A screen flow seems difficult from customer's perspective.
- Based on codes submitted, ask or require more information (i.e., Suggest items to help customer).

ISSUE: During the discussion of the tri-service need to discontinue use of code in the legacy systems, as that capability is brought online in SCIP and CEMIS, the Navy indicated that MISIL is an accounting system and a requisition system. Since the accounting system is "woven in" the requisition system and there is data and code sharing between the systems, the Navy does not believe that they can discontinue use of modular areas of code in MISIL, as that capability becomes available in SCIP and CEMIS. The Navy will analyze MISIL code, and this issue will be discussed in more detail at the next tri-service meeting.

Attachment C

Enhanced Freight Tracking System (EFTS) status was discussed as a side meeting with Air Force and Navy in attendance. EFTS approved by SCIP CCB, #4 on the priority list.

Action Items for Air Force:

1. Establish ebusiness accounts to access EFTS
2. Send DLA a copy of AFSAC/IA Letter, Support Data Feed for FMS Requirements, dated 18 Mar 04
3. Request a copy of updated EFTS CONOPS